

Affordable Housing Advisory Committee (AHAC)

Affordable Housing Incentives Report

CITY OF PEMBROKE PINES

Affordable Housing Advisory Committee
Report to the City of Pembroke Pines City Commission
SHIP Affordable Housing Incentive Strategies

SUBMITTED TO: _____
CITY OF PEMBROKE PINES CITY COMMISSION

SUBMITTED TO: _____
FLORIDA HOUSING FINANCE CORPORATION

DATE SUBMITTED: _____

PREPARED BY: PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

BACKGROUND

As a recipient of State Housing Initiative Partnership funds, Pembroke Pines established an Affordable Housing Advisory Committee (AHAC) in 2008 as required by the Florida Statutes, Sec. 420.9076. The AHAC is responsible for reviewing and evaluating local plans, policies, procedures, land development regulations, the Comprehensive Plan, and other aspects of Pembroke Pines housing activities that impact the production of affordable housing. Further, the AHAC is specifically directed by the SHIP Statute to consider and evaluate the implementation of the incentives set out at Florida Statutes, Sec. 420.9076 (4) (a)-(k). Based on the AHAC evaluation, it may recommend to local government that it make modifications of, exceptions to, or creation of new plans, policies, procedures, and other governing vehicles which would encourage production of affordable housing.

As approved by the Pembroke Pines Commission, the recommendations are used to amend the Local Housing Assistance Plan and the local Comprehensive Plan Housing Element.

COMMITTEE COMPOSITION

Pembroke Pines appointed or re-appointed members to the Committee on May 19, 2021. Florida Statutes, Sec. 420.9076(2) lists the categories from which committee members must be selected. Each AHAC must have a locally elected official from the county or municipality participating in the SHIP program. The locally elected official must be a City or County Commissioner. The elected official will count as a member of the AHAC for purposes of meeting the number of member requirements. There must be at least eight committee members with representation from at least six of the following categories:

- (a) A citizen who is actively engaged in the residential home building industry in connection with affordable housing.
- (b) A citizen who is actively engaged in the banking or mortgage banking industry in connection with affordable housing.
- (c) A citizen who is a representative of those areas of labor actively engaged in home building in connection with affordable housing.
- (d) A citizen who is actively engaged as an advocate for low-income persons in connection with affordable housing.
- (e) A citizen who is actively engaged as a for-profit provider of affordable housing.
- (f) A citizen who is actively engaged as a not-for-profit provider of affordable housing.
- (g) A citizen who is actively engaged as a real estate professional in connection with affordable housing.
- (h) A citizen who actively serves on the local planning agency pursuant to s. 163.3174. If the local planning agency is comprised of the governing AHAC of the county or municipality, the governing AHAC may appoint a designee who is knowledgeable in the local planning process.
- (i) A citizen who resides within the jurisdiction of the local governing body making the appointments.
- (j) A citizen who represents employers within the jurisdiction.
- (k) A citizen who represents essential services personnel, as defined in the local housing assistance plan.

The appointed AHAC Committee members are included here, along with their category affiliation.

Name	Category Represented	Date Appointed
1. Thomas Good, Jr.	Elected Official	5/19/2021
2. Tiffany Pinto	Resident	5/19/2021
3. Jim Ryan (VICE CHAIR)	Resident	5/19/2021
4. Paul Girello	Local Planning Agency Representative	5/19/2021
5. Keresia Lawes	Real Estate Professional	5/19/2021
6. Daniel Almaguer	Essential Services Personnel	5/19/2021
7. Ivan Saldias	Real Estate Professional	5/19/2021
8. Nikita Shannon (CHAIR)	Home Building Industry	5/19/2021
9. Jay Shechter	Advocated for Low Income Persons	5/19/2021
10. Iris A. Siple	Elected Official (Alternate)	5/19/2021

AFFORDABLE HOUSING RECOMMENDATIONS

The AHAC has reviewed local government plans, policies, and procedures; ordinances; regulations; statutes; and the comprehensive plan, among other documents applicable to affordable housing, for evaluation of their impacts on affordable housing. Further, the AHAC has specifically considered and evaluated the strategies set out at Florida Statutes, Sec. 420.9076 (4) (a)-(k). Based on this review and evaluation, the AHAC has formulated recommendations to Pembroke Pines that it incorporate into its housing strategy certain changes designed to encourage production of affordable housing.

The AHAC, from its review, consideration, evaluation, and recommendations, drafts and submits this report to the Pembroke Pines Commission and to Florida Housing Finance Corporation, which details the scope of its work and the resulting recommendations.

From review and evaluation of the local government documents listed here, the AHAC makes these recommendations to the Pembroke Pines Commission that it incorporate into its housing strategy the following:

EXPEDITED PERMITTING

Meeting Synopsis:

Both the City of Pembroke Pines' Future Land Use Element (Policy 9.4 – applying to Local Activity Center (LAC) and Regional Activity Center (RAC) land uses) and Housing Element (Policy 1.2) of the City's Comprehensive Plan state that an expedited permit process exist in support of affordable housing. City Resolutions 2246 and 2279 also discuss expedited review for affordable housing projects.

Existing Strategy:

The City continues to have in place a priority building permit review process in place for State and Federal housing assistance (CDBG, SHIP and HOME) projects. The permit plans are separately processed and coded to identify their expedited status. This process typically saves an applicant on average two to three weeks in permit review. Qualifying permit applications are placed in color coded folders and are separately routed by the building department. A specific building clerk is assigned to circulate these plans. Building department reviewers treat these applications as priority items. Emergency permits typically take one day to review. Non-emergency permits may take anywhere from two to five business days to review based on complexity. The City of Pembroke Pines currently outsources its building department services. If the City Commissioners were to express an interest in expediting other affordable related housing permits outside of the permits stated above, the strategy would need to be approved by both the City and the building department service provider.

The City is also in the process of implementing an Enterprise Resource Planning (ERP) software for permit processing that would allow submittal of permit applications online and the ability for multiple disciplines to simultaneously review the permit applications which could ultimately reduce the processing timeframe.

To date, the City has not received any land use permit applications for affordable housing that has required expedited permitting. The City will examine expediting processes associated with the development of affordable housing.

It should be noted that the current Covid-19 pandemic has impacted the building department workflow as the department has been inundated with permit requests. Permit applications for roofing, windows, doors, shutters, and HVAC replacement has almost tripled as the City's building department service provider is receiving applications both in person and online.

AHAC RECOMMENDATION:

Continue to maintain the current expedited permitting process for CDBG, SHIP and HOME projects in the City including an audit of existing process and compliance monitoring of application review time frames on an annual basis.

Schedule for Implementation:

Ongoing

MODIFICATION OF IMPACT FEES

Meeting Synopsis:

Future Land Use Element (Policy 9.4 - applying to LAC and RAC land uses), Housing Element (Policy 3.15 - applying to LAC and RAC land uses) of the City's Comprehensive Plan, and Broward County Land Use Plan Policy 2.16.2 support consideration of programs involving modifications to impact fees and other City and County fees which provide for the construction of affordable housing.

The City of Pembroke Pines does not have direct impact fees in name; the City does charge fees to the developer at the issuance of a certificate of occupancy (CO). These CO fees include water and sewer connection fees, fire and police fees and the interim fire service fee. The City also charges a municipal dedication for properties that require platting (Exhibit I).

There are a number of City fees that would typically impact the costs of a proposed affordable housing project: development application fees (Planning and Economic Development Department); building permit fees (Building Division); engineering fees (Environmental Services Department) and CO fees. The City Commission can waive some / all City fees through its development approval powers. The City may consider utilizing a tiered approach to waive some of the fees for projects addressing the current deficits of affordable housing for extremely low, very low, and low income categories with determination to be made based on the developer's need. In waiving some of the fees, the City would need to compensate for the financial loss associated in providing adequate public infrastructure and services as it relates to the needs of new affordable housing development.

Existing Strategy:

There is no policy for this incentive. To date, the City has not received any applications for affordable housing where an applicant has made a request for a modification of development related fees. The City of Pembroke Pines currently outsources building department services. If the City Commissioners were to express an interest in

modifying building permit fees, the strategy would need to be approved by both the City and the building department service provider.

AHAC RECOMMENDATION:

AHAC encourages staff to create a policy that would allow developers to request a modification of development related fees for providing affordable housing units to households in the extremely low, very low, and low income categories.

Schedule for Implementation:

City Commission to make determination.

FLEXIBLE DENSITIES

Meeting Synopsis:

A Land Use Plan Amendment would typically be required in order to increase residential density on a property above its maximum allowances. Changes to existing zoning classification and / or underlying plat may also be required to match the new density requested. The Future Land Use Element (Policies 2.11, 8.2, 8.5, 8.9) (9.4 applying to LAC and RAC land uses) encourage affordable housing density bonuses. The Housing Element (Policies 1.4, 2.2, 3.15, 3.4, 4.4, 5.5, 7.3) encourages land development regulations which promote Broward and City affordable housing density bonuses.

The City, through Ordinance 1676 (Adopted 9/21/10), added a new 25 - 50 unit per acre residential land use (Residential High) category to address increasing residential density need. The new density rules mandate a 20% affordable / workforce / senior housing requirement on properties which are converted to this designation. The 20% rule is required for a period of 15 years.

In 2014, Broward County amended their administrative rules to allow for the addition of 100 or more residential dwelling units to the existing densities approve by the Broward County Land Use Plan, or proposed municipal allocations of “reserve units” and/or “flexibility units” to add 100 more residential units, including cumulative allocations, on lands designated on the certified municipal plan as “Commercial,” “Employment Center” or an equivalent municipal land use classification, subject to approval by the Broward County Commission. As part of this Broward County Commission approval, a housing study must be provided showing that a City provides adequate affordable housing.

On December 5, 2017, Broward County published Administrative Rules Document: BrowardNEXT. In accordance with Article 3, The Broward County Land Use Plan map shall be divided by municipal boundaries, known as “unified flexibility zones,” for the purpose of determining the amount of flexibility available for use within the unified area, such as “flexibility units,” “reserve units,” “redevelopment units,” and acreage within land use plan categories. Flexibility units or “Reserve Units” are equal to two percent (2%) of the total number of dwelling units permitted by the local government’s certified future land use plan map. Municipalities that have fewer than 250 combined “flexibility units” or “redevelopment units” may apply to the Broward County Planning Council for the allocation of “redevelopment units” in allocations of 500 dwelling units, or 10% of the number of dwelling units permitted by the certified municipal land use plan, whichever is less.

The number of units per application may be increased to 750, or 15% of the number of dwelling units permitted by the certified municipal land use plan, whichever is less, if the municipality demonstrates a commitment for at least 10% very-low or low affordable housing, with a legally enforceable mechanism for a minimum period of 15 years.

On July 1, 2019, House Bill (HB) 7103 amended the express authorization for mandatory inclusionary zoning to provide a requirement that developers be kept economically whole in exchange for providing affordable housing. For example, in exchange for requiring a developer to provide affordable units as part of a development, the local government must provide incentives such as a density or intensity bonus, reducing or waiving fees, or by granting other incentives, to offset all costs.

In 2020, HB 1339 allows affordable housing in all zoning districts and restricts the jurisdiction from denying petition to construct affordable housing on non-residentially zoned land.

On March 9, 2021, as a likely response to HB 7103, County Commission adopted Broward County Land Use Plan, Policy 2.16.3, which outlines special rules providing for bonus density allocation for available flexibility and/or reserve units and/or affordable housing units (AFU's) in this regard. The City of Pembroke Pines to employ the same standards and allow bonus density allocations, based on income categories:

Income Category (Exhibit 4)	Bonus Density
Moderate Income -120%	Six (6) bonus “market rate” unit per every one (1) “moderate income” unit
Low Income-80%	Nine (9) bonus “market rate” units per every one (1) “low income” unit
Very Low-Income Persons 50%	Nineteen (19) bonus “market rate” units per every one (1) “very-low income” unit

As of June 29, 2021, House Bill 487 increases the maximum acreage of a small-scale comprehensive plan amendment from 10 acres to 50 acres. Small-scale amendments may be approved before the local government's governing body and do not require review by the Department of Economic Opportunity. The new rule may potentially decrease the processing time for qualifying affordable housing projects.

Pembroke Pines Housing Study:

In summer 2021, a housing study for the City of Pembroke Pines was completed by Munilytics, for a land use plan amendment for the Edison Pembroke Apartment project currently under consideration. The study utilized the required methodology adopted from the Florida International University (FIU) (Exhibit G). The study reported the following:

“Using the Broward County Planning Council’s required methodology, A Baseline Model to Quantify the Levels of Affordable Housing Need and Supply in Broward County and its Municipalities, prepared by Florida International University’s Jorge M. Pérez Metropolitan Center (February 2020), the City of Pembroke Pines has a current deficit of affordable housing for home ownership in the low-income band and a current surplus in the moderate-income band, but by 2025, deficits will remain in the low-income band and will the moderate-income band surplus will be all but eliminated. We also would note that the methodology relies upon data that lags and recent significant increases in the market value of homes may very well may erase any surplus inventory in the moderate-income band.

The methodology demonstrates that rental properties in the extremely low-, very-low income, and low-income bands suffer from current deficits which are expected to increase by 2025 in the extremely low- and very low- income bands. The low-income rental bands are expected to show a modest surplus due to increased income and expected additional supply. This is consistent with

most other areas of the County and represents a challenge to all cities. Pembroke Pines is also has a large stock of housing already existing in those ranges.”

In 2018, a County wide Affordable Housing needs assessment was completed by FIU which provided a similar analysis. The report provided an analysis of the factors and conditions impacting the demand and supply of affordable housing in the City and County as a whole (Exhibit G).

Existing Strategy:

The City historically utilized flexibility units and land use plan amendments to increase the density for affordable development projects. The City has yet to take advantage of the new density bonuses for flexibility and reserve units but may consider the use of such densities when allocating flexibility units for affordable projects in the future.

Recent Affordable Projects Approved or in Processing Requiring Density Increases

Project	Location	Description	Process for Increased Density	Status
1600 Building	North of Pembroke Road and West of 66 Avenue	80 Units (10% Affordable housing)	“Commercial” designation rezoned to Planned Small Lot Development (PD-SL) and assigned 80 flexibility units	Approved, Not Built
Pembroke Tower II (Southport)	South of Sheridan Street and East of University Drive	88 Units (100 % Affordable housing)	Land Use Plan Amendment - Residential High (25-50 unit per acre)	Approved, Permit under review
Carrfour Supportive Housing (Southwest Hammocks)	Howard C. Foreman Human Services Campus	100 Units (100% Affordable Housing)	Requested 68 flexibility units	Application under site plan review

AHAC RECOMMENDATION:

The City to explore and identify functionally obsolescent and/or underutilized commercial and residential properties for potential development/redevelopment into future affordable housing. The City to support the allocation of flexibility units and/or land use plan amendment applications at these locations, where reasonable, for the development of affordable projects and increased residential density.

Schedule for Implementation:

Ongoing

RESERVATION OF INFRASTRUCTURE CAPACITY

Meeting Synopsis:

The Future Land Use Element (Policy 2.11), Housing Element (Policy 3.3), and Infrastructure Element (Policies 1.4, 2.2, 3.4, 4.4, 5.5, 7.3) of the City’s Comprehensive Plan encourage prioritizing infrastructure improvements within the lowest income neighborhoods.

Existing Strategy:

City public services staff continuously reviews roadway and infrastructure conditions and makes improvements to these systems as necessary. The Infrastructure Element (Policy 2.11) states the City shall require existing

development using septic tanks to hook up to centralized sewer facilities as they become available in order to phase out septic tank systems in an economically feasible and environmentally sound manner. The following recent infrastructure projects of note were identified by the Public Services Department as projects under consideration currently in design and planning phase or recently completed:

Transit

Location	Project
Pembroke Road from University Drive to Douglas Road	FDOT to widen the lanes from 4 lanes to 6 lanes to include bike lanes
Pembroke Road from Douglas Road to Flamingo Road	The City to add wider bike lanes
Pines Village North of SW 9th Street	The City completed water main upgrades
Pines Village	The City to complete phase 2 of water main upgrades and complete septic tank conversions
Pines Village South of SW 9th Street	Broward County to replace the water mains and add sanitary sewer
Pines Boulevard and one block west of 103 Avenue	Broward County implemented City Center Mobility HUB

Many of the projects above will impact areas identified by HUD as low income households on the east side of the City.

Broadband

Broadband infrastructure narrows the digital divide in low and moderate income communities. The lack of broadband connectivity can impact these communities causing isolation during shelter in place orders similar to the Covid-19 pandemic. Currently, all of Pembroke Pines have access to 4G LTE coverage with much of Pines with 5G coverage. Private providers are continuously enhancing their service within the City. The City also provides free wireless public internet access at City Hall, Southwest Focal Point Center, city charter schools, as well as all police and fire stations.

AHAC RECOMMENDATION:

Continue to maintain adequate infrastructure level for sustaining existing and emerging affordable housing developments and prioritize infrastructure improvements and facilities benefiting low to moderate income families.

Schedule for Implementation:

Ongoing

PARKING AND SETBACK REQUIREMENTS

Meeting Synopsis:

Historically, flexible setback and parking configurations were provided within the City's Planned Unit Developments (PUDs). PUD districts provide flexible land use and design regulations through the use of performance criteria; so that small-to-large scale areas, or portions thereof, may be developed with a variety of residential types and non-residential uses where setback and parking reductions may be feasible. The City's

variance process is also a tool that may be pursued in order to modify setback and parking standards for specific sites.

City staff has observed a notable increase in driveway expansion projects. Automobile dependency with single-family and multi-family projects has revealed a clear shortage in available parking. According to the Center for Neighborhood Technology (CNT) housing and transportation affordability index, the City has an average of 1.74 autos per household which is greater than the average across Broward County of 1.67. The greater reliance on car is likely in part due to the suburban sprawl development which was embraced by the City during the 1990's and 2000's housing construction boom. It should be noted that current development approvals have placed residential development closer to major arterials and employment centers.

In June of 2018, the City Commission discussed parking concerns when reviewing an update to the City's existing residential driveway standards. It is not likely that the City would change its regulations to reduce parking requirements, especially at single-family properties.

Existing Strategy:

The following PUD's have been approved within the City:

Planned Unit Development (PUDs)
Keystone Lake (Big Sky)
Laguna Isles (Big Sky North)
Chapel Trail
Charleston in the Pines*
Cobblestone (Meadow Pines)
Grand Palms
Nasher (Sarah Park)
Pembroke Falls
Pembroke Isles (Lakes of Western Pines)
Pembroke Shores
Pierpointe*
Raintree
Silver Lakes
The Landings
TownGate
Walnut Creek (Country Pines)

While these PUD's are not necessarily classified as affordable in nature, they nonetheless allow for the development of varying housing types within these neighborhoods which attracts people of varying economic backgrounds.

PUD zoning requires properties of at least 120 acres in size. It is highly unlikely that the City will have any new PUD designations created due to the size requirements. Under current zoning, most of the residential zoning districts provide for regular configurations, except for the R-1Z (previously RS-7) district, which allows zero lot line development. It's anticipated that the R-1Z district will remain in effect and available for use as relates to setback incentives.

The City created a zoning category for small lots 10 acres or less, Planned Development – Small Lots (PD-SL) District. This zoning district encourages creativity in designing and constructing on smaller sized lots. The PD-SL

District would allow the developer to propose setbacks and parking requirements that differ from code, encourages flexibility in development, redevelopment, investment and reinvestment of underutilized and/or abandoned properties, while also encouraging sustainable development practices.

The City approved the 1600 Building site plan for affordable housing Planned Small Lot Development District Design Guidelines standard requiring one (1) parking space per bedroom plus one (1) visitor parking space per five (5) dwelling units where 2 parking spaces per unit are required by City Code. The acceptance of this reduced parking standard was related to the site's proximity to transit as well as the property providing an affordable set aside.

Utilizing Variance approach for parking:

The Planning and Zoning Board at its August 8, 2019 meeting approved a parking variance (ZV 2019-02) to allow 188 parking spaces instead of the required 395 parking spaces for the Pembroke Tower Apartments, an affordable age-restricted (62 and over) rental project.

AHAC RECOMMENDATION:

Continue to favorably support recommendations for parking and setback variances and /or modifications to parking and setback requirements within planned districts, where reasonable, for projects with affordable housing component.

Schedule for Implementation:

Ongoing

AFFORDABLE ACCESSORY RESIDENTIAL UNITS

Meeting Synopsis:

Under current zoning, Residential Estate (RE) is the only zoning district that allows for accessory dwelling units. A Land Development Code (LDC) amendment would be needed to permit the unit type and establish standards in other zoning districts. Consideration would also have to be given to the impact on permitted densities established by the City's Land Use Plan.

According to *"Housing Broward: An Inclusive Plan,"* Goal 2, Action E: Allow for Accessory Development Units, accessory dwelling units are affordable housing because they use existing land, buildings, and infrastructure, resulting in a sort of "invisible density." Broward is built out along the lines of traditional suburban communities. There is an opportunity to expand the housing supply by encouraging the owners of single-family homes to add accessory dwelling units.

Existing Strategy: The City's code currently identifies a single-family dwelling as a building containing permanent provisions for sleeping, eating, cooking and sanitation designed for or occupied exclusively by one family. An Accessory Dwelling Unit would require a secondary living unit to a single-family dwelling which shall have separate kitchen, bathroom, and sleeping area, existing either within the same structure, or on the same lot as the principal unit.

The majority of single family communities within the city were developed using a suburban development model; placing large homes on small lots in order to maximize density. These suburban lot development configurations leave little room for accessory residential development. For this reason, the allowance of detached accessory residential units in existing residential communities may not be an option.

Currently, The Trails is the only community in the city zoned Residential Estate (RE) and therefore legally able to request accessory residential units. The area of Pembroke Pines which lies west of SW 196th Ave and north of Pembroke Road has the greatest opportunity to support the development of these structures being that these homes lie on at least one acre lots and zoned Agricultural (A). Agricultural zoning allows for single family residences however does not currently allow for accessory residential units in conjunction with a single family residential use.

The areas of Pembroke Pines, west of I-75, currently have very limited access to public transportation. Without significant access to mass transit, the creation of accessory affordable residential units in the southwest area may ultimately add stress to the area road network.

AHAC RECOMMENDATION:

The City to identify other zoning districts in the City suitable for accessory dwelling units and to support land development code amendment applications, where reasonable, to develop these structures.

Schedule for Implementation:

City Commission to make determination.

FLEXIBLE LOT CONFIGURATIONS

Meeting Synopsis:

Most residential zoning districts in the Code of Ordinances require minimum lot sizes and widths. The City may provide for the allowance of flexible lot configurations for affordable housing through the PUD process or variance process. Several current PUD's permit residential parcel sizes / configurations which are unique to those communities.

In 2014, the City created a zoning category for small lots 10 acres or less, Planned Development – Small Lots (PD-SL) District. This district may be used in the future for redevelopment parcels. Redevelopment lots in general can be challenging to build upon as they may not meet the size and frontage requirements of today's code and therefore design flexibilities may need to be considered in order to build upon those lots.

Existing Strategy:

There is no policy to allow for flexible lot configurations in the Code of Ordinances other than incorporating new standards in a planned district or applying for a variance from existing residential lot standards. To date, no variances have been requested to modify lot sizes for any residential zoning district. Further, no requests have been made within Planned Districts to specifically be used for the development of affordable housing.

AHAC RECOMMENDATION:

Encourage the Planning and Zoning Board and City Commission to consider the granting of flexibility of lot design or create a process, where reasonable, for affordable housing projects.

Schedule for Implementation:

Ongoing

MODIFICATION OF STREET REQUIREMENTS

Meeting Synopsis:

Developers historically modify street requirements by applying for variances from the City Engineering Code. Variances have been granted for minor street width modifications in the past that have not created conflicts with

Emergency vehicle access and Engineering Codes. Planned Development guidelines may also incorporate smaller street width requirements in their guidelines.

The City may consider allowance of sidewalk placement only on one side of the road. Although sidewalk placement on one side of the road may reduce construction costs, it may also reduce pedestrian / ADA connectivity and impact residents who are reliant on the use of the sidewalk.

Existing Strategy:

City Code Section 154.32 (H) 3 states the roadway width shall include minimum 24 feet of asphaltic pavement for vehicular traffic, curb and gutter along each edge of roadway pavement for drainage and four feet of concrete sidewalk along each side of roadway pavement for pedestrian traffic. The Code also allows the City Commission to waive the requirements for sidewalks along one or both sides of a private road.

The City previously granted a variance to allow a 20' paved roadway width instead of the required 24' paved roadway width for Raintree Townhomes market rate residential project. To date, the City has not processed any affordable housing projects that require modification of street requirements.

AHAC RECOMMENDATION:

Due to concerns with access for emergency vehicles, AHAC does not support the modification of street requirements at this time.

Schedule for Implementation:

Ongoing

PROCESS OF ONGOING REVIEW

Meeting Synopsis:

The City's adopted Local Housing Assistance Plan (LHAP) currently provides that per instructions from the City Manager's office, all Department heads are to be involved in the review process for local policies, ordinances, regulation & plan provisions that may increase the cost of housing. Once an item has been identified as having a potential impact, an analysis must be done to determine the impact, if any, and how it may be mitigated. This analysis is typically done by the department that generated the legislation with subsequent review by the Planning Department if an impact is expected.

Existing Strategy:

The City is required by SHIP to report on policy changes that increase the cost of affordable housing. In addition, any items related to housing that go before the City Commission, may require a financial impact analysis.

AHAC RECOMMENDATION:

Continue to maintain an on-going process to consider, before adoption, policies, procedures, ordinances, regulations, or plan provisions that increase the cost of affordable housing. The City will continue to conduct reviews of any financial impacts to affordable housing and continue to submit annual certifications to the Florida Housing Finance Corporation.

Schedule for Implementation:

Ongoing

PUBLIC LAND INVENTORY

Meeting Synopsis:

All City-owned properties have been analyzed for suitability of affordable housing as required by the State of Florida.

Existing Strategy:

City-owned properties consist of parks, open space, roads, utility areas and facilities, and municipal facilities. With the exception of the City's senior Pines Point (190 units) housing units and Pines Place (614 units) residences, there are no City owned areas which have affordable housing site plans approved. However, the City is currently considering future affordable projects at Howard C. Foreman Human Services Campus. The City and the Department of Children and Family (DCF) recently approved the Howard C. Foreman Human Services Campus lease extension to January 3, 2090 granting approximately 69 years for the City in a sublease and allowing for the City to negotiate agreements for additional developments on the property.

In addition to City Owned properties, the following properties have been identified as affordable.

- Pembroke Tower – 100 units, **Built**
- Pembroke Tower II, Southport (88 units, Low Income Seniors), **Permit Under Review**
- St. Boniface Gardens – 96 units (Low Income, Disabled), **Built**
- Douglas Gardens North – 75 units (Low Income Seniors), **Built**
- Douglas Gardens V – 110 units (Low Income Seniors), **Built**
- Veterans Housing at Howard C. Foreman Human Services Campus– 5, 5-bedroom Houses (Low Income Veterans), **Built**
- 1600 Building- 80 units (10% to Low and Moderate Income), **Application Approved**
- Carrfour, Southwest Hammocks- 100 units (Howard C. Foreman Human Services Campus, Permanent Supportive Housing, Special Needs), **Application Under Site Plan Review**

In addition, the City retained entitlements to build at least 325 workforce housing units within the City Center project. To date, the City has not received any serious inquiries for purchasing of City Center property for that purpose.

The City continues to maintain a vacant land map which has been supplied to all affordable housing applicants and interested parties. Howard C. Foreman Human Services Campus remains a prime location within the City that is close to major roadways, transit corridors, commercial properties and shopping venues, making it suitable for affordable housing. Currently, Howard C. Foreman Human Services Campus is limited in opportunities for future new development projects but has potential for future redevelopment should the opportunity arises.

AHAC RECOMMENDATION:

Continue to perform analysis of properties for potential affordable housing development along with updating the City's vacant land map.

Schedule for Implementation:

Ongoing

SUPPORT OF DEVELOPMENT NEAR TRANSPORTATION HUBS

Meeting Synopsis:

The City supports development near transportation hubs and major employment centers and mixed use development and implements this strategy in accordance with existing policies. The Future Land Use (Policy 2.5, 9.2, 9.4, 19.1 -19.10, 20.1 – 22.1) of the City's Comprehensive Plan states that the City will coordinate land uses with the transportation system.

Existing Strategy:

Based on City Code, Section 155.452 and 155.456, both Planned Development – Small Lot (PD-SL) District and the Hospital District (HD) facilitates the development, redevelopment and use of properties in the city in close proximity to mass transit and encourages a mixture of functionally related uses in close proximity of each other to promote pedestrian activity and reduce vehicle miles traveled.

In order to achieve a more connected community, there will be a need to increase transit west of I-75 as those residents in lower income ranges may ultimately rely on buses as a primary source of transportation. Broward County Transit (BCT) currently provides at least 6 main public transit routes that operates throughout the City. In partnership with BCT, the City provides 3 community bus service routes which increases the number of destinations that can be reached through public transit. The majority of the mass transit routes operate in the eastern portion of the City where most affordable units currently exist. The BCT routes are as follows:

- **95 Express (Route 109)** CB Smith Park/Ansin Sports Complex to Downtown Miami
- **Route 7** Young Circle to Pines Boulevard & 196 Avenue via Hollywood Boulevard and Pines Boulevard
- **Route 5** Pembroke Lakes Mall to Hallandale Beach City Hall via Pembroke Road
- **Route 8** Pembroke Lakes Mall to Young Circle via Taft Street
- **Route 16** Pembroke Lakes Mall to Dania City Hall via Stirling Road
- **Route 23** Pembroke Lakes Mall to Sawgrass Mills Mall

The City's Community Bus Service routes provides residents with access to major shopping plazas, medical centers, and employment hubs free of charge within the City limits. The City's currently operates the Blue, Gold, and Green route.

- **Blue East** University Drive to 106 Ave via Pines Blvd
- **Blue West** Palm Ave to Century Village
- **Gold** Century Village to Southwest Focal Point Community Center
- **Green** West of I-75 to NW 215 Ave

Currently, the City's Green Route and BCT Route 7 are the only routes that provide access to mass transit west of I-75, limiting access to surrounding neighborhoods and major employment centers outside the City. Increasing access to public transportation increases the viability of affordable housing developments.

AHAC RECOMMENDATION:

Continue to support implementation of projects with affordable housing component in close proximity to transit hubs, major employment centers and mixed-use developments. To support new bus routes west of I-75.

Schedule for Implementation:

Ongoing

OTHER RECOMMENDATIONS

The City of Pembroke Pines implemented a voluntary affordable housing commitment policy for properties as described in Section 158 of the Code of Ordinances. The Affordable Housing Trust Fund serves to collect and disburse funds for affordable housing programs to benefit low to moderate income households for those wishing to develop market rate housing. To date, we report that the following projects have been approved and the City has received a total amount of \$540,500 in support of affordable housing from the following developers:

- Altis Pembroke Gardens
- Ventura Pointe
- Centra Falls I
- Centra Falls II
- Chapel Grove
- Tuscan Pines
- Sunset Pines

In addition, the City has received at least one commitment from the following developer for the City's Affordable Housing Trust Fund which have not been paid at this time. The City also anticipates receiving approximately \$105,500 (\$500 per approved unit) in future commitments from developers in support of the affordable housing trust fund.

- Merrick Square

On December 20, 2017, The City received a request for a conditional loan commitment for \$656,000 from Miami Jewish health System to support the development of at least 100 affordable senior rental housing units. The City's commitment supported Miami Jewish Health System's application to Florida Housing Finance Corporation for Competitive 9% Housing Credits. Miami Jewish Health System project is still under consideration, although to date the funds have not been committed to any project.

City staff occasionally receives requests for partnerships to build affordable housing projects. These requests typically involve some investment commitment from the City to be submitted as part of the complete application package.

AHAC RECOMMENDATION:

Create a process where the Affordable Housing Advisory Committee could review affordable housing projects who wish to partner with developers who wish to use City affordable housing funds when these funds are available. Upon review of an affordable housing funding request, the AHAC would then be able to make recommendations as to the expenditure of these funds to City Commission.

Exhibit 1: Vacant Land Map

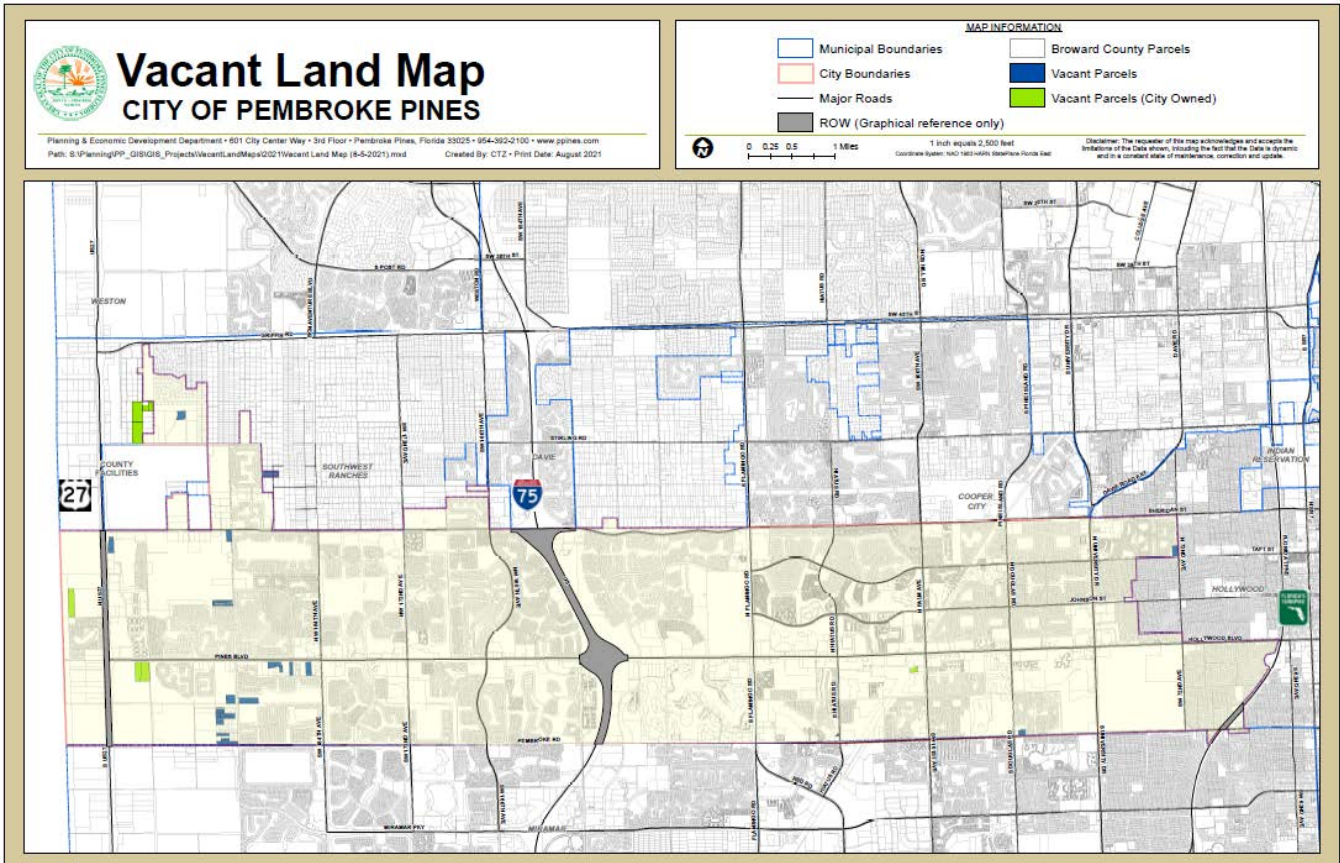


Exhibit 2: Broward County's Transit Map



Exhibit 3: Agricultural Zoning

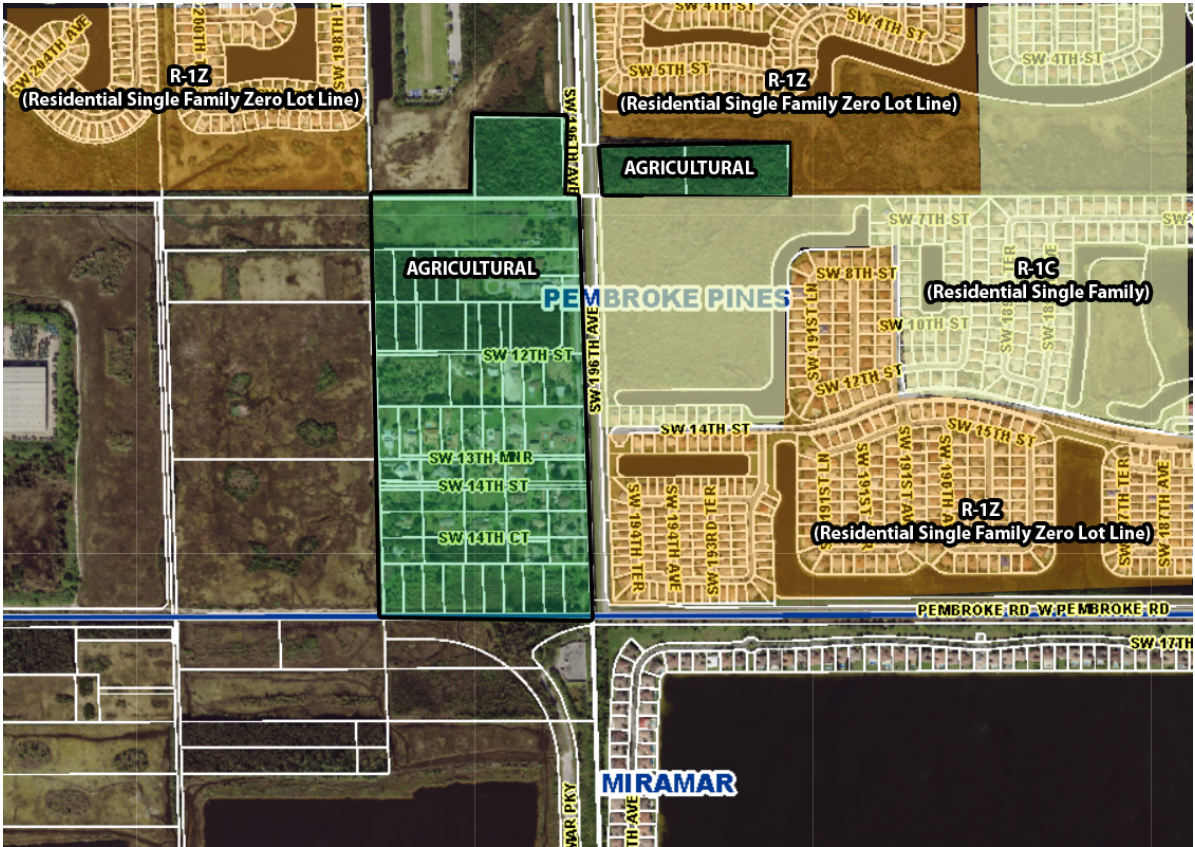


Exhibit 4: Broward County Income Chart

Household Size	Extremely Low (30% AMI >)	Very Low (31% to 50% AMI)	Low Income (51% to 80% AMI)	Moderate Income (81% to 120% AMI)
1	\$18,500	\$30,800	\$49,300	\$73,920
2	\$21,150	\$35,200	\$56,350	\$84,480
3	\$23,800	\$39,600	\$63,400	\$95,040
4	\$26,500	\$44,000	\$70,400	\$105,600
5	\$31,040	\$47,550	\$76,050	\$114,120
6	\$35,580	\$51,050	\$81,700	\$122,520
7	\$40,120	\$54,600	\$87,300	\$131,040
8	\$44,660	\$58,100	\$92,950	\$139,440
Effective April 1, 2021, the Median Family Income for Ft. Lauderdale HMFA (Broward) is \$73,400				

Extremely Low Income: households earning less than 30 percent of the County's median household income;

Very Low Income: households earning from 31 percent to 50 percent of the County's median household income;

Low Income: households earning from 51 percent to 80 percent of the County's median household income; and

Moderate Income: households earning from 81 percent to 120 percent of the County's median household income.